

## **BUREAU OF ENVIRONMENT**

### **CONFERENCE REPORT**

**DATE OF CONFERENCES:** May 3 and 10, 2007

**LOCATION OF CONFERENCES:** J.O. Morton Building

**ATTENDED BY:** Nadine Peterson, Charles Hood, Jon Evans, Darrel Elliott, Alex Vogt, Marc Laurin, Kevin Nyhan, Bob Landry, Bill Hauser, Dan Prehemo, Bill Oldenburg, Don Lyford, Andy Hall, and Greg Goucher, NHDOT; Jim Garvin, Linda Wilson, and Edna Feighner, NHDHR; Bill O'Donnell and Jamie Sikora, FHWA; Mike Hansen, VHB; Liz Hengen, Preservation Consultant; Gene McCarthy, MacFarland-Johnson; Norman E. Larson, CPW Architects; Stephen Pesci, University of New Hampshire; Michael Fowler, Derry Department of Public Works; and Stephen Haas, Ted Setas, and Todd Clark, HTA.

**SUBJECT: Monthly SHPO-FHWA-ACOE-NHDOT Cultural Resources Meeting**

Thursday, May 3, 2007

**Alstead, X-A000(479), 14541K. Participants: Kevin Nyhan, Bob Aubrey, and Bob Landry.**

Bob Aubrey discussed the changes for this project. Previously, the Department proposed to rehabilitate the bridge that carries NH Route 123 over Cold River; the so-called "rigid frame." However, conditions have changed, and the Department will be replacing it. Bob Aubrey reviewed the proposed design and impacts. The bridge is not eligible, but contributes minimally to the district. A temporary detour will be constructed upstream and will impact the Paper Mill Park parcel. E. Feighner requested a Phase IA/IB be conducted on the paper mill parcel, which would include background information on the paper mill and other buildings on the parcel and a backhoe trench to determine the integrity of the site within the impact area. If integrity were determined, then further testing or monitoring of the site would be necessary.

The Marx-Wood building will not be moved by the Alstead Historical Society as Bruce Bellows has recently indicated. It will be demolished and the only remaining feature that needs to be documented on that site is some slag, a hazardous material. After discussion about the parcel the town will be purchasing, which is also historic, it was determined that this purchase by the town is a separate action from the NHDOT and FHWA bridge project. No action concerning this property by NHDOT is required. The bridge project would have an adverse effect on the district because of the taking of the Marx-Wood property, which is a contributing building to it but it is not individually eligible. This action is independent of FHWA funding and there are no Section 4(f) impacts associated with this project.

L. Wilson indicated that the bridge replacement project, which impact less area than the rehabilitation project, would not adversely impact the National Registered-listed property. Nor, will the revised project impact other elements in the district besides the Marx-Wood building.

**Northfield/Concord-Lincoln Railroad. Participant: Darrel Elliott.**

This was a request to lease 9700 sq/ft of Concord to Lincoln Railroad Corridor adjacent to the main track. The lease's intent is to construct and maintain a sidetrack for privately owned railroad equipment. E. Feighner requested that, even though the parcel is very small, a consultant would need to assess the potential significance of the property by doing a walk-over, examining the soil integrity with a soil auger, and completing a letter report with recommendations for additional survey if needed. All survey should be done prior to the lease.

**Portsmouth, STP-X-5379(025), 13455. Participant: Marc Laurin, Mike Dugas, and Alex Vogt.**

Alex Vogt presented a roundabout concept for the proposed new Market Street Connection intersection with the Route 1 Bypass. During the temporary detour, required during the recent repairs to the Memorial Bridge, a lot of trucks wanted to make U-turn at this location, which would be difficult to make with the present proposed signalized intersection concept. Permitting such U-turns, the roundabout would have impacts beyond the ROW requiring acquisition of undeveloped property located within the Christian Shores Historic District. Fencing and landscaping would be developed to buffer the roundabout from the nearby Northwest Street and residences. At a recent ATF meeting for the project, the roundabout concept was endorsed as an option that should be pursued.

Photographs of the vicinity and the area that would be impacted by the roundabout were shown. J. McKay stated that both options, the intersection and the roundabout, would have visual impacts to the District. The roundabout would impact an area historically identified as a pottery. J. Garvin stated that this area was settled in the mid-1600s, and there were also brickyards in the area, however the impacts should be minimal and confined to archaeology. E. Feighner stated that the area would need to be tested. As long as it was buffered by fencing and landscaping, L. Wilson had no concerns with the roundabout impacts to the District as they would not be much different than those from the signalized intersection. It was agreed to conduct appropriate archaeological testing. B. O'Donnell thought that the impacts to the district may qualify for Section 4(f) "de minimis" status and he will investigate this approach further. J. McKay would contact appropriate individuals/organization and ask if they would be interested in becoming consulting party to the process.

The status of the outstanding historic architectural investigations for the project was discussed, and the Determination of Eligibility for the districts and the Effect Memo needs to be completed prior to the hearing. L. Wilson stated that if the Department is confident that there would not be effects to a potential historic resources, there would not be a need for further investigations. J. McKay will further investigate the impacts and the status of the investigations with M. Laurin.

**Salem-Manchester, IM-IR-93-1(174)0, 10418C. Marc Laurin, Pete Stamnas, and Charles Hood, NHDOT and Greg Goucher, BPW.**

**Bus Maintenance Facility (Symmes Road)** – G. Goucher described the Salem-Manchester 10418N contract that will construct a Bus Maintenance facility off Symmes Road in Londonderry and also provide 200+ space overflow parking for the Exit 5 Park-and-Ride lot. The project is scheduled for advertisement on June 19, 2007. The area is adjacent to the Manchester & Lawrence Railroad corridor, which is now a recreational trail. J. McKay stated that Kathy Wheeler of IAC found that the area is not archaeologically sensitive during the Phase 1B investigations for the Salem-Manchester project. In reply to L. Wilson question, J. McKay stated that the railroad line has not been inventoried. As there had been very limited impacts anticipated to the line it was decided that the corridor did not need to be inventoried.

The abutments are all that remain of the Jack Bridges Road Bridge that once spanned the Manchester and Lawrence corridor. The northern abutment will be impacted by the proposed work. M. Laurin stated that he thought the abutments might be built of stone with a concrete cap. J. Garvin stated that the bridge was probably built by the railroad and if the abutments were concrete there should not be a concern. If they were eligible NHDOT may just need to record them. J. McKay and M. Laurin will go out to the site later in the week, take pictures of the abutments, and will discuss a resolution of this issue at next week's meeting on May 10, 2007.

**Concord, X-A000(065), 13865. Participant: Mike Hansen, VHB ([mhansen@vhb.com](mailto:mhansen@vhb.com)).**

A brief description of the project was given to the cultural resource committee. Mike Hansen explained the sidewalk pieces that will be constructed in the Penacook section of Concord. It was explained that the project was filling in gaps between existing sidewalk areas near Penacook Park along Fisherville Road, Abbott Road, and Manor Road. All of the work will be done within the City's Right Of Way. He described limited impacts to one or two trees. Most of the houses date from the 1960-1980s, and would not have sufficient age for consideration of their eligibility.

The Committee has determined that there will be No Historic Properties Affect on historic or archaeological resources. A memo was signed.

*Thursday, May 10, 2007*

**Salem-Manchester, IM-IR-93-1(174)0, 10418C. Participants: Dan Prehemo, Marc Laurin and Charles Hood, NHDOT, and Greg Goucher, BPW.**

**Armstrong Houses, Range Road (NH 111A)** – D. Prehemo presented a concept plan developed by the owner of the Common Man Restaurant, the property on which the Robert and George Armstrong Houses are also situated, that would retain this restaurant on-site. This would be accomplished by demolition of the George Armstrong House and redeveloping the remaining property. This approach would require moving the septic system to the front, replacing the lost parking to this area, redesigning the driveway entrance into the restaurant, reconfiguring the main entrance to provide direct access into the restaurant from the new parking area, and providing an 18-foot access drive along the east side of the Robert Armstrong house to provide a means of exit for delivery trucks. The plan also showed an impact to the ell of the Robert Armstrong House. D. Prehemo mentioned that the new I-93 northbound

lanes would be 20 feet away from the Robert Armstrong House and that during construction, staging would remain 5 feet from the house.

L. Wilson stated that the proposed impact to the Robert Armstrong House ell would adversely impact the Armstrong House since the ell is an integral part of the original house and stated that impacts to it must be avoided. The Robert Armstrong House must be stabilized and protected. She is not as concerned with the loss of the George Armstrong House. J. McKay inquired whether the Department would need to fulfill the stipulations of the MOA and take appropriate steps to ensure that the George Armstrong House is advertised for sale. L. Wilson stated that it probably would not be necessary to revise the MOA, as with this scenario the only real difference would be that the George Armstrong House could not be advertised. The Advisory Council needs to be notified of the changes, which would show that DOT has mitigated impacts to the Robert Armstrong by modifying their design of I-93. She feels that mitigation, which stabilizes and ensures preservation of the Robert Armstrong House, would balance the loss of the George Armstrong House. She suggested that the Windham Historical Society be asked if they would become a consulting party. Discussion ensued on the options that would be needed to legally allow stabilization and preservation of the Robert Armstrong House. D. Prehemo stated that the Department's preference would not be to buy the house, but rather to have the owner agree to repair and protect it through covenants.

Consensus was reached that:

- the George Armstrong House receive a HABS documentation prior to its demolition;
- the Department would negotiate with the owner to see if he would agree that the George Armstrong House could be advertised for sale and removal as a condition of the agreement;
- the Robert Armstrong House would receive a HABS documentation;
- DHR would inspect the Robert Armstrong House and produce a work plan to stabilize the house, which would be completed by DOT;
- preferably, covenants would be established on the Robert Armstrong House through negotiations with the owner rather than buying it and some language may need to be inserted similar to the covenants created to protect the Webster Property in Franklin;
- these changes do not require the MOA to be revised;
- The attached barn to the Robert Armstrong House is recent and could be removed if so desired by the owner, however if it is not removed it should be closed off from the ell;
- the access drive along the east side of the Robert Armstrong House would not affect it; and
- input from the Windham Historic Society would be sought by the Department.

**Bus Maintenance Facility (Symmes Road)** – M. Laurin showed pictures of the Jack Bridges Road bridge abutments. J. McKay described the abutments as concrete that may have been possibly formed over some remnant of the older stone abutments. J. Garvin had no concerns with the proposed impacts to the northern abutment. It was agreed that no further investigations or recordation were necessary.

**Concord, X-A000(366), 14426: Participants: Ram Maddali (3344); Elizabeth Durfee Hengen, Preservation Consultant; and Gene McCarthy, McFarland-Johnson, Inc.**

G. McCarthy provided an overview of the project, describing the five-way intersection at Centre, Liberty, and Auburn Streets. Presently there are stop signs at four of the five roads, with Centre retaining the right-of-way. With much of the traffic heading west on Centre Street, making a left-hand turn at the intersection, the ratings for each of the other streets at the intersection is D or F. The City of Concord has received a CMAQ grant to design a roundabout, should environmental permits be obtained and approval be given by the City Council.

E. Hengen explained that five properties abut the project area, four of which are within a large residential district known as the Upper West End and identified in the city's master plan as potentially eligible for the National Register: 1 and 2 Auburn Street, 111 Centre Street, and Dewey School, and a fifth which is listed on the National Register, White Park. The intersection itself is at the eastern edge of this potential district.

G. McCarthy described the preferred roundabout design, which is optimal from an engineering perspective, but which would involve some land taking from 1 Auburn Street, including impacting the granite boulders that edge the lot, as well as property associated with Dewey School. Later in the presentation, he also described an alternate design, which would impact only Dewey School, but more substantially. In either instance, the impact to Dewey School would affect only the northwest corner, which is devoid of any historic landscape features. The Concord School District is fully supportive of the project. He mentioned that the property owners of 1 Auburn Street do not support either roundabout design concept. Although neither concept would impact White Park, E. Hengen noted that the project provided a prime opportunity for the city to address the southwest entrance to the park, which is directly across from Dewey School. This design opportunity would make it both more visible and easier to navigate the sloped path that leads into the park. The original plans of Charles Eliot can be used for design clues.

J. Garvin and L. Wilson agreed that since both concepts impact only a small portion of a large potential district, there would be no need for a fully developed historic district area form. One of the following hybrid scopes of work were felt appropriate, once the preferred design had been selected:

*A. Impacts to Dewey School and any additional properties*

- Complete a Project Area form that includes the following:
- Determine tentative boundaries for the Upper West End Historic District and provide a boundary discussion. Consider extending the district to include White Park through the discussion and photographs.
- Table of Resources for the Upper West End Historic District
- Representative photographs of properties within the district
- Descriptions and brief historical information for each of the four district properties, as well as White Park that abut the intersection in the body of the text.

*B. Impact to Dewey School only*

- Complete an intensive-level inventory form for Dewey School
- Provide a brief report for the City and NHDHR that discusses ways the City could improve the southwest entrance to the park, particularly as part of the roundabout project

B. O'Donnell noted that should the City pursue the first alternative (A above), which has greater impacts to cultural resources, 4(f) would be invoked and the decision would have to be fully justified through the 4(f) process. [It was subsequently noted in a conversation with Linda Wilson that the district area form would need a brief historical background section, NR discussion, and integrity section and that a report for the upgrade to White Park would be needed for either option A or B.

**Durham, X-A000(068),13868/14404, X-A000(344). Participants: Stephen Pesci, Special Projects, UNH; Norman Larson, Christopher Williams Architects; and Elizabeth Durfee Hengen, Preservation Consultant.**

S. Pesci introduced the project. UNH plans to improve and expand its historic train depot to provide more comfortable and practical waiting areas for people using public transportation as well as for people at the dairy bar, the prime tenant for many decades.

E. Hengen provided a brief history of the building, which was placed on its current site in 1911 by the Boston and Maine Railroad. However, portions of depot were salvaged from an earlier station located in Lynn, MA. J. Garvin said salvaged materials would likely include slate, brownstone, and roof trusses. E. Hengen distributed historic photographs and an annotated floor plan that superimposed the original layout on the existing. The building envelope has undergone virtually no alterations since 1911, save the removal of a few window sashes and the conversion of at least one window into a door. UNH's plans encompass retaining all of the building's historic elements as well as restoring some of the altered exterior openings.

N. Larson described the university's programmatic needs with respect to the depot and how they affect the building's historic features. The proposed plan is to provide additional waiting and eating space outside the core building, on the track (west) side, by enclosing the existing historic canopy with a largely glazed wall. An extension to the south will allow waiting passengers to see buses arrive. The rehabilitation plans also include rescuing six sashes found in the basement and either reusing them in reopened window openings or replicating them, as needed. The one new interior door replacement will match the existing historic doors. The new west door will match the existing east entry door. While it is not historic, budgets do not allow other solutions. The slate roof will be replaced with new slate from Vermont to match. Interior plans involve some minor rearranging of space, but the historic waiting room will continue to function in the manner for which it was originally designed.

J. Garvin commented that the original heat source was likely from steam radiators. He also inquired about new roof vents, emphasizing the need to obscure them. N. Larson noted one or two would be needed and agreed to locate them north of the roof gable.

S. Tesco stated that the university plans to erect an outside kiosk with interpretive material and to restore the semaphore and a surviving baggage cart, as funds permit.

J. Garvin observed that the design approach, introducing as much glass as possible in the canopy and north gable to complement and draw attention to the historic features without mimicking them, was appropriate, adding that the alterations were additive.

N. Larson agreed to provide 11x17 copies of the proposed plans to NHDHR staff and Ram Maddali at NHDOT. As plans become finalized at the 90% level, the NHDHR would like to review them as well.

### **Walpole-Charlestown, X-A000(487), 14747. Participant: Jon Evans and Charles Hood.**

J. Evans began by giving an overview of the project. This project involves the reconstruction and associated improvements to a 2.7 mile portion of NH Route 12 beginning at Main Street in North Walpole, continuing to NH Route 12A in Charlestown. The roadway is located in proximity to the Connecticut River and is an active Amtrak Railroad line. The current roadway is narrow and contains little to no shoulders. Several sections of the roadway embankments are showing signs of deterioration and in some locations have begun sloughing into the Connecticut River. The proposed project is expected to include a shift 8-10' away from the river as well as the addition of four-foot shoulders. B. Oldenburg added that in order to shift the roadway away from the River and increase the roadway width, right-of-way will need to be acquired on the eastern side of the railroad then the railroad will

need to be shifted to the east of its existing location. Since this railroad is an active rail line, the new rail line will need to be constructed and operational before the existing line can be removed and construction started on the roadway.

NHDOT is working on developing a stakeholders group to provide input during the context sensitive solutions (CSS) process, which will begin this summer. J. Evans asked if NHDHR would like to be included as stakeholders during the CSS process. It was agreed by those present that NHDHR did not need to be included in the committee but would like notification of the meetings as well as regular updates at the monthly Cultural Resources meetings throughout the processes.

E. Feighner indicated that since the project will require impacts to potentially undisturbed terrace areas to the east of the railroad and on the railroad property, there may need to be some archaeological investigations within the impact areas prior to construction. It was agreed that J. McKay would initially review the area for potential locations of archaeological concern and bring her findings back to the monthly Cultural Resources meeting to determine if further investigation would be needed.

J. Garvin and L. Wilson indicated that they were unsure of the history of the railroad in this area. J. Garvin indicated that he will check into the history of the railroad and if there appears to be some historic potential, a survey would need to be conducted and a district area form prepared. They did not indicate that a survey needed to be conducted of the buildings along the project area. J. McKay indicated that she would perform an initial site investigation of the railroad and review the area for potential locations of archaeological concern and bring her findings back to the monthly Cultural Resources meeting to verify that further investigation would be needed.

**Derry 14192 (no federal funding). Participants: Ted Setas and Todd Clark of HTA; Mike Fowler-Derry PW Director.**

The Town of Derry is municipally managing a project to widen the NHDOT maintained section of Route 28, aka Manchester Road, between Tsienneto Road and Ashleigh Drive with Hoyle Tanner & Associates as consultant. The length of the project is approximately .41 mile through a highly commercial area. The corridor is currently between three and five lanes wide with capacity issues at several intersections within the corridor. The Town of Derry Town Council voted in August 2006 to create a Tax Increment Finance (TIF) District as the adjacent parcels are zoned retail/industrial. The conceptual plan is to widen the corridor to a uniform five-lane section, including two through lanes each direction and a dedicated/protected left turn lanes, between Tsienneto Road and Ashleigh Drive. The extent of widening is between 10 to 20 feet with limited impacts anticipated to natural and cultural resources.

The Town is engaged in preliminary discussions with the owners of the Pinkerton Tavern at 13 Manchester Road to relocate their restaurant approximately thirty feet back to facilitate corridor widening. The current edge of pavement is 11 feet from the structure. The relocation of the building would be required to create the five-lane section noted above. CLD Engineers has performed an inventory of historic and architectural resources as part of their Draft Environmental Statement related to the Exit 4A project. Their review indicated that the building did not have the integrity to qualify for NRHP. Ted Setas indicated that he would furnish a copy of the relevant sections. Otherwise, the project is situated in an area that has been industrially/commercially developed in the last 15-25 years.

NHDHR requested an individual form for the Pinkerton Tavern that would be produced by a qualified historical consultant. If the building was found eligible, moving the building back on the lot would be

appropriate mitigation. E. Feighner indicated that there did not appear to be any archaeologically sensitive areas that would be affected.

**Programmatic Agreement. Participants: Bill Hauser and Den Danna.**

A completed draft of the Programmatic Agreement had been submitted via email to FHWA and DHR for their review prior to this meeting. The draft included revisions requested at the April 12, 2007 SHPO meeting. N. Peterson provided an overview describing the intent of the document and the responsibilities of FHWA, NHDOT, and NHDHR. The proposed programmatic was to facilitate review of minor projects at NHDOT and provide a step-by-step process for the review of all other projects. It was also noted that several project types were added to the list of minor projects including TE and CMAQ projects and Scenic Byway projects.

N. Peterson reiterated that FHWA would still be the final authority on federal projects, but that NHDOT would undertake several new responsibilities in order to streamline the process for both Minor Projects and projects reviewed under the regular Section 106 process. If the minor project results in No Historic Properties Affected or No Adverse Effect, then that finding can be documented in the database. If a project includes a de minimis finding, then a memo would be signed at a cultural resources meeting. If a project results in an adverse effect, then its continued review would follow the normal process. NHDHR would receive a quarterly print out of projects processed as minor projects. Additionally, there would be a yearly review of the programmatic to verify that it is working appropriately.

During the discussion, the only revision at this time included adding language under the Minor Projects to allow NHDOT the authority to initiate consulting party consultation. This language was already included within the projects reviewed under the Regular Section 106 process. As previously agreed, the NHDOT would also notify the Advisory Council about projects with adverse effects and transmit the MOA to the Council. However, FHWA would continue to maintain its role vis-à-vis Native American groups for both categories of projects, for example in regard to Traditional Cultural Properties.

B. O'Donnell noted that FHWA had submitted the introductory letter to the Council and had received correspondence from them. The correspondence provided a checklist and mentioned two other PA's that should be looked at, including Maine's and Massachusetts'. NHDOT was familiar with Maine's PA, but not Massachusetts'. B. O'Donnell will follow up by requesting a copy of the Massachusetts PA. In addition, N. Peterson had reviewed the Council's checklist and noted that they required public involvement as part of the PA process. Discussion followed as to the best way to provide the document to the appropriate public for comment. Some ideas included posting it to the NHDOT website with a follow-up list-serve announcement through DHR's contacts that would let the public know of the agreement and ask for comment. All agreed that this was an appropriate public involvement strategy.

The discussion ended with an agreement that NHDHR would thoroughly review the document and provide comments prior to the June 14 [18], 2007 SHPO meeting.

[After the meeting, B. O'Donnell received a copy of the Massachusetts PA and forwarded it to NHDOT for review. N. Peterson reviewed the PA and noted several whereas clauses that may be relevant for the New Hampshire PA. They can be discussed more thoroughly at the June 14, 2007 SHPO meeting]

**Portsmouth, BHF-T-0101(015), 13678: Participants: Linda Wilson and Joyce McKay.**

J. McKay and Linda Wilson reviewed the draft yellow (effect) sheets for the Memorial Bridge and its associated district. J. McKay will update the yellow sheets as discussed.

**\*\*Memos:** Lebanon, X-A000(232), 14194.

Submitted by Joyce McKay, Cultural Resources Manager